

Survey held at

London

Date

26th 29th Dec^r

1843

10,321

Late Brig of War "Preston" Master

No. 236 Built at

Chatham

When built

said to be in 1823

om built in Government Yard

Owners

Crichton

longing to

Destined Voyage

South Sea Fishery

veyed Afloat or in Dry Dock

in Sweetings Dock

Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
aloft		Extreme Breadth		Depth of Hold	

Scantlings of Timber

Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Keel and Space	23	Keel	12	Moulded	9
Side	8	Side	7 1/2	Side	7 1/2
Foothooks	8	Foothooks	7 1/2	Foothooks	7 1/2
Ditto	7 1/2	Ditto	7 1/2	Ditto	7 1/2
Ditto	7 1/2	Ditto	7 1/2	Ditto	7 1/2
Timbers	Not seen	Timbers	Not seen	Timbers	Not seen
Deck Beams	N ^o . of 23	Deck Beams	N ^o . of 23	Deck Beams	N ^o . of 23
Hold Beams	N ^o . of 20	Hold Beams	N ^o . of 20	Hold Beams	N ^o . of 20
Kelson	Not seen	Kelson	Not seen	Kelson	Not seen
Transoms	Not seen	Transoms	Not seen	Transoms	Not seen

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	Not ascertained	Foot Waling	None
Bilge Planks	2 1/2	Bilge Planks	3 1/2
Bilge to Wales	2 1/2	Ceiling in Flat	None
Wales	3	Ditto Bilge to Clamp	3 1/2
Topsides	3 1/2	Hold Beam Clamps	3 1/2
Sheer Strakes	3 1/2	Deck Beam Ditto	3 1/2
Plank Sheers	3 1/2	Ceiling 'twixt Decks	2 1/2
Water-Ways	4 1/2	Hold Beam Shelves	6 1/2
Upper Deck	3	Deck Beam Ditto	6 1/2

Copper.

Keel-Knee, and Dead Wood abaft
 Scarphs of Keel N^o.
 Floor Timber Bolts
 Kelson ditto of large diam.
 Transoms and throats of Hooks
 Arms of Hooks

Size of Bolts in Fastenings.

Copper.

Bolts thro' the Bilge and Foot Waling 7/8
 Butt End Bolts
 Lower Pintle of the Rudder to be new

Iron.

Hold Beam 7/8
 Deck Beam 7/8

same in Iron above the Copper.

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 1/2 Inches. The Space between the Top-timbers is 6 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects.

The Floors and first Foothooks are composed of English Oak Timber.

The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are good. The is filled in with oak from the Keel to the belyes

The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is good

The alternate Frames are bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than of the entire moulding at that place.

The Frame is chocked with Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of None

The Scarphs of the Kelsons are not less than feet inches.

The Deck and Hold Beams are composed of English Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Not ascertained

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of English Oak

The Wales and Black-strakes are of English Oak The Topsides of English Oak

The Sheer-strakes and Plank-sheers of English Oak The Water-ways of African & English Oak

The Decks of Squatzie for and in Sound State

The Shifts of the Planking are not less than 5 Feet Inches. N. B. If less than prescribed by the Rule, state whether general

or partial, and if partial, in what part of the Ship. The Planking is wrought three between

Planking Inside.—The Limber-strakes are composed of the Bilge Planks of African Oak

The Ceiling, Lower Hold, of English or African Between Decks of

Shelf Pieces of English Oak Clamps of

Fastenings.—To Hold Beams

Deck Beams Shelf & Chocks and Iron hanging Nuts at four Main Mast

Number of Breasthooks five Pointers Not seen Crutches Not seen

Butts End Bolts are of Copper in the Bottom, and Bolt in each Butt End through and clenched.

Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship is of the best description

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Name

Surveyor's Name

Joseph H. Hatcher

Her Masts, Yards, &c. are in all to be new condition, and sufficient in size and length. 10321 Ton

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .
<i>all to be new</i>	Fore Sails,	<i>all to be new</i>	Chain		Bower,
	Fore Top Sails,		Hempen Stream Cable		Stream,
	Fore Topmast Stay Sails,		Hawser		Kedge,
	Main Sails,		Towlines		<i>All to be new</i>
	Main Top Sails,		Warp		
and			All of	quality.	

Her Standing and Running Rigging all to be new sufficient in size and — in quality.
She has no Long Boat and no other all to be new
The present state of the Windlass is — Capstan — and Rudder to be new

General Remarks—Statement and Date of Repairs.

This Vessel has just been bought out of the Government Service and is about to be raised upon and otherwise fitted for the South Sea fishery. Her scantlings, materials, and workmanship would (in my opinion) ~~be~~ entitle her to be considered as originally Classed 12 years A 1

If Sheathed, Doubled, Felted, or Coppered Coppered When last done —

I am of opinion this Vessel should be Classed —

The Amount of the Fee.....£ : : is received by me,

Special£ : :

J. H. Ritchie

Committee's Minute 2nd January 1844

Character assigned 12 A 1 *had she been from 1823 - regularly classed*

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